

Daily Democrat.

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Office—79 Third Street, east side, between
Market and Jefferson.

THURSDAY MORNING, NOVEMBER 3, 1861.

Railroad Matters.

DEPARTURE OF TRAINS.

LOUISVILLE, NEW ALBANY AND CHICAGO RAILROAD.

On and after Monday, Nov. 4, passenger trains will leave New Albany as follows:

LEAVE NEW ALBANY.
Chicago Express (daily except Sunday) 9:30 A. M.
St. Louis Express (except Sunday) 9:30 A. M.

ARRIVE AT NEW ALBANY.
St. Louis Express 7:20 P. M.
Chicago Express 8:15 P. M.
Reaching Louisville 8:15 P. M.

JEFFERSONVILLE RAILROAD.
FROM JEFFERSONVILLE.
Chenault and Eastern Express 7:30 P. M.
Cincinnati Train (at 10:00 P. M. and arrives at 10:30 P. M.)
Louisville and Lexington R. R. 8:30 P. M.
Passenger Train No. 1 8:30 P. M.
Accommodation Train 8:30 P. M.

LOUISVILLE AND LEXINGTON R. R.
Passenger Train No. 1 8:30 P. M.
Accommodation Train 8:30 P. M.

LOUISVILLE AND NASHVILLE R. R.
Passenger Train for Elizabethton and Camp
Benton leaves daily at 8:00 A. M. and arrives at
Bardonia (Sunday) excepted. 5:30 A. M.

Closing and Arrival of the Mails at
the Louisville Postoffice.

Eastern, Western, and Northern close at 12:00 M.
and arrive at 12:00 M.
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BOARD OF TRADE.

Some of our merchants and business men are beginning to awake to the absolute necessity of re-organizing the Board of Trade. Now is most emphatically the time for this work, so as to be ready for the increased trade—the heavy trade—which is on its way.

We find a very general, almost unanimous, desire to see a Board at work, but also find a disinclination to take the lead. Our advice is, to let that young and energetic business man, who feels himself least calculated, take hold of this matter and push it through. To begin, get up a call for a meeting of all favorable. Let the meeting be held soon—this present week, if possible—and then a meeting for permanent organization be held Monday, the first business day in December. We would take a call around for signatures ourselves, if we had time; but are compelled to waste the only spare time we have in trying to hunt up a decent report of the report.

SPLENDID REGIMENT.—The steamers Izetta and Clara Dean arrived yesterday morning, before day, having on board the Third Ohio regiment, Colonel J. H. Morrow, just from Cheat Mountain, Virginia. They are one of the finest bodies of men we have yet seen, and will camp for the present with General Nelson's brigade, four miles from town.

This regiment left Camp Elkhart on the 18th, and after marching through mud, sometimes more than knee-deep, and over steep mountain paths, across Rich Mountain, where they were met by the rangers, and had their pockets filled with money. Thence by rail to Parkersburg, and from that point by river, between Parkersburg and Cincinnati they were met by new outfits of clothing, and they are now warmly and comfortably clad, and are as happy as soldiers can be, and full of anxiety for a brush with the enemy.

This regiment went into service about the 1st of June, under General McClellan, and has been in several of the hardy contested engagements through the wilds of Western Virginia, where frequently trades or wastes of country may be traversed for twenty miles, without seeing a house or any evidence of civilized life.

We learn from members of this regiment, that they have had snow on Cheat Mountain for two months—that a month ago snow fell to the depth of a foot. They passed the Seventeenth Indiana on the way, and we may look for that regiment soon.

A WEDDING—NO WEDDING—MARRIED AFTER ALL.—A young couple in the upper part of the city concluded to become yoke fellows. The preliminaries had all been arranged, the day set, the friends invited, and Tuesday night was the happy time. The night drew on apace. Beck had a fine supper set at his saloon. The bride and her friends appeared, but the groom was missing. Then there was hurrying to and fro, and whispering of discontent, and surmises, and tears, and secret curses; and the supper went untasted—the friends of the bride disappeared, either on some deeply chagrined—others swearing vengeance—others determined the marriage should take place.

These latter, after innumerable reverses, succeeded in tracing the young swain to our neighboring city of Jeffersonville, where he was snugly hidden away, brought him back to town, and about midnight, while the rains were falling, and the lightning flashing, and the thunders pealing, the two were made one, and went their way rejoicing. The unhappy swain had ordered a fine suit of clothes and a splendid supper, but had not the wherewithal to pay therefor, and lacked the courage to meet his betrothed under such circumstances. Hence his flight. But he was married after all, only it was not in his new suit. "The course of true love," &c.

SAD ACCIDENT—Child Burned to Death.—On Monday afternoon last, Annie, a little daughter of Mr. Geo. Wheeler, was left by her mother in charge of a neighbor's child, while she went out on business. The child slipped away from the other children, went home, and

RIVER MATTERS.

BOAT LIST.—Superior, Cincinnati: Clara Dean, Parisberg; Izetta, Cincinnati; Melnotte, Pittsburg; Louis; Lebanon, Cincinnati; Evansville; Mariner, Cincinnati to Cairo and St. Louis; Tycoon, St. Louis to Cincinnati; J. H. Done, Cairo to Cincinnati; Prairie Rose, Cincinnati to Cairo; Dove, Kentucky river; Star Gre Eagle and W. W. Crawford, to Henderson; Big Gre Eagle, from Henderson.

RIVER AND WEATHER.—The river is still falling with six feet two inches water in the canal by the mark. Yesterday the wind was from the north and the river was

69. Business at the wharf was only so-so. The crew of the Izzetta and Clara Dean, having on board the 34 Ohio regiment, made the wharf wear a busy look in the morning. The Melnoite, Lebanon, Mariner and Prairie Rose passed down over the falls. The Dove from Kentucky river, brought in a lot of wheat and bagging, and the Tycoon, from St. Louis, left here 69 cwt of rope. The J. H. Done came up through the canal. The Star Grey Eagle and W. W. Crawford left for Henderson, the latter having 100 head of mules and 20 wag-

FOR CINCINNATI—The Major Anderson is the mailbox at noon to-day, and the Superior to-morrow.

FOR CARROLLTON—The Trio is the regular packet this afternoon.

✶ The Pittsburgh Chronicle gives the following list of engineers and pilots licensed at that port for the month:

Engineers—William Fear, John Elshen, John Hays,

Wm. C. Vandegrift, James Harper, John H. Henderson, Wm. L. Ward, George A. Van Dine, Wm. L. Taylor, Dr. F. C. Henderson, Marcus Leater, J. L. Francis, J. C. Henderson, Wm. L. Ward, Wm. L. Taylor, Francis Reno, James Peno, Thomas L. Miller, John C. Parkinson, Edmund Snowden, George Snowden, Adam B. Daniel, Daniel G. Fannell, C. M. Shaw, David S. Taylor, Wm. H. Harrison, Edgar Robinson, and Johnson Irvine.

P.O.—James O'Neal, Jr., John Kerr, M. E. Ford, A. P. O'Neal, T. C. O'Neal, Wm. L. Taylor, Wm. L. Francis, E. M. Rogers, J. L. Peno, Wm. Russell, B. O. Russ, A. E. Kert, Jacob Peno, James Gilmore, M. Hays, D. C. Kerr, and Wm. Marshall.

ES. The St. Louis Democrat of yesterday has the

The weather is cool, but no ice has formed on the surface of the river here, although on the bows of some of the boats coming in from above, millions of icicles are clustered.

Business on the wharf is calm, and not much more activity is expected than during the winter.

The river is stationary, or falling slowly, with five and a half feet to Cairo, and four and a half to five feet to Keokuk. There is some thirty-four inches of water on the bar.

The Illinois is stationary, with four feet on the worst bars. The water in this stream is expected to decrease soon and rapidly.

Any prospect of a rise in the Missouri need hardly be expected before next spring. It is down to this point.

The Lacroix reports the Blackhawk a'gon'die. Henry Calk, with steam up. The latter had not been released from the dock, between the wheel-house and boilers was bent up about fifteen inches.

Ca. t. W. C. Postal and clerks White and Lyle, of the Platte Valley, having been released from arrest at Cape Girardeau, Mo., are on their way to St. Louis.

The Spread Eagle has been towed from the wharf to winter quarters.

The Lacroix has come in from the Upper Mississippi and will probably be laid up for the season, or go into the Illinois.

The Brazil will probably make only one more trip this season.

At and below Lsalle, the weather was very cold and strong winds prevailed, with snow.

The Forest Queen should be here to-day. The Bremer passed here, with her boats and barges.

The Rowena has been towed from the wharf—probably going into winter quarters.

The *Thos. H. Keweenaw* has been laid up for the season.

The Pembina has also been laid up for the season.

The Musselman, from the Illinois river with salt, left last night for Alton for two barges, which she will bring here.

The *Thomas E. Tuttle*, Capt. Symms, left here this evening for Pittsburg, with nearly a full cargo of flour.

The *Arizona* will leave to-day.

The *Albatross* left last night, reported to be meeting the gunboats under way below Kaskaskia.

getting along finely. They were accompanied by the W. H. B. and another little steamer.

To the Young Men of Kentucky.
By the authority, and for the service of the Government of the United States, I propose to organize in Kentucky a regiment of cavalry, to serve three years, or during the war, to consist of ten companies, each company to contain not less than eighty-four, nor more than one hundred and four

Horses and all equipments to be furnished by the Government.

Volunteers owning good horses can have them appraised, mustered into the service and paid for by the mustering officer.

The Captains and Lieutenants are to be elected by the companies, respectively.

Captains of companies will report to me at the Galt House, in Louisville, as soon as practicable. No company must be removed

Capt. Richard W. Johnson, of the regular army, has been detailed to act as Lieutenant Colonel. I intend to make this regiment, in all respects, equal to the best drilled and disciplined corps in the regular army.

I know this call will be patriotically answered. The soil of Kentucky has been wantonly invaded. J. S. JACKSON.
LOUISVILLE, KY., Sept. 6, 1861. tf

LOUISVILLE, Sept. 23, 1861.

ATTENTION, KENTUCKIANS!—TO ARMS!—The undersigned is duly authorized by Brigadier General Robert Anderson, of the Department of Cumberland, to raise a regiment of infantry for three years, or during the

war. I am anxious to complete the regiment in the next thirty days, and have mustered into service. Companies must consist of not less than eighty-four nor more than one hundred and four men.

Quarters of the best kind have been provided for companies, or parts of companies. Officers will please report promptly at Sam Mattleck's office, on Fifth street, opposite the Court-house, where headquarters will be for the present.

se24dtf **GEO. W. ANDERSON, Colonel.**

“RIBBONS! RIBBONS!”

WE WILL OPEN TO-MORROW MORNING, ABOUT 9 o'clock, three cases of very desirable Ribbons which we will sell at private sale to the trade. They were all bought at auction last week in New York; a fine No. 4 to 30, and better value than any purchases for season.

We have also received a lot of **Hudson and other Laces**, all of which we would respectfully invite the trade to examine early.

S. G. HENRY & CO.,
Commission Merchants,
No. 100 Broadway, New York.

\$30 REWARD.
WHEREAS, THOS. McCaffery has deserved the service of the State of Kentucky, and is now at large; That a reward of \$30 will be paid to any person who will apprehend the said Thos. McCaffery, and deliver him into custody at Camp Geo. D. Prentice, near Frankfort, Ky.
Said McCaffery is about 5 feet 6 inches high; of dark complexion; weighs 125 or 130 pounds; has a peculiar expression of the eyes, by which he may be known.
no19 d12

HIBBETT & SON,

WHOLESALE AND RETAIL GROCERY, FLOUR
and Tea Store, No. 22, Market street, between 2nd
and Third, south side, Louisville, Ky. **1860**

SUNDRIES.
75 bushels new dried Peaches;
10 bbls Navy Beans;
10 bbls Cranberries;
40 sacks Buckwheat;
Just received and for sale by
n16 **HIBBITT & SON**

Gin—
10 casks American Gin;
5 do Italian do;
20 cases do do;
In store and for sale by
GEORGE H. HAYDUK & CO.

TOBACCO.—160 BOXES TOBACCO, OF VARIOUS BRANDS, IN STORE and for sale by
nolfe **MAITLAND, HALBERT & CO.**

MACKEREL.—350 BBLs AND HALF BARRELS Mackerel in store and for sale by
nolfe **ANDREW BUCHANAN & CO.,**
Corner Second and Washington sts.

BACON.—CLEAR AND RIBBED SIDES, SUGAR Cured and Plain Hams, Breakfast Bacon and Slices, etc., all of the best brands, for sale low to close consignment, by
nolfe **TATE, SUN & CO.,**
No. 4 Main street.

PORTER AND ALLEN--WE HAVE JUST RECEIVED
a supply of GUINNESS' Publin Stout and Young
Ale. For sale by
J. T. LANIHAN & CO.
Importers of Texas &c. Third st.
mr20

REFINED SUGAR--
700 lbs Yellow Sugar;
500 lbs White Sugar; for sale by
RAWSON, TODD & CO.
nc

RIO COFFEE--121 BAGS PRIME RIO COFFEE
in store and for sale by
ANDREW BUCHANAN & CO.
Corner Second and Washington st.
so16

SUGAR-CURED HAMS--A CASKS ON CONSIGN

G ment, for sale low to close, **RAWSON, TODD & CO**
oc29

GENTS' FUR COLLARS JUST RECEIVED AT
no25 **PRATHER & SMITH, 629 Main**

PRIME CHERISH—50 BOXES PRIME WESTERN
Reserve Cheese in store and for sale by **HIBBITT & SON**

BUCKWHEAT AND SRUP—50 SACKS FINE
No. 1 Pennsylvania Buckwheat, Flour. A's Maple
Stuart's New York Syrup, on hand and for sale by
no23 **HIBBITT & SON**

SOFT FELT HATS, ALL COLORS AND QUALITY
received this day per Express at

no2 PRATHER & SMITH'S, 429 Main street.
BREANS AND HOMINY.—100 BUSHELS OF GOLDEN SYRUP in store and for sale by
 n23 HIRSHITT & SONS.
CRAB CIDER.—20 BBLS CRAB CIDER, RECEIVED
 n17 W. & H. BURKHARDT, 417 Market.
GOLDEN SYRUP.—25 KEGS EXTRA GOLDEN SYRUP in store and for sale by
 n17 ANDREW BUCHANAN & CO.,
 Corner of Second and Washington streets.
STARCH.—25 boxes J. J. Wood's Columbus Pearl Starch.

150 1/2 do do do do do
in store and for sale by
no22 GARDNER & C
BLACK AND GREEN TEAS—A FINE ASSORTMENT
ment of superior Black and Green Teas, selected
expressly for family trade, for sale by
J. T. LANHAM & CO.
oc12 Importers of Teas, &c., Third street

Democrat

From Nevada.

A NEW PASS IN THE MOUNTAINS—NEW ROUTE FOR THE PACIFIC RAILROAD.

(Correspondence of the St. Louis Democrat.)

CARSON CITY, NEVADA TERRITORY, October 28, 1861.

I have been talking to-day with Mr. Huntington, a merchant of Sacramento, California, who has come over to Nevada to get a charter from our Legislature for the beginning of the Pacific railroad. They do not propose to build the road, but start it, and take it from point to point further on in this Territory, as trade increases and pays, and rely on a Pacific road from the East coming to meet them, which, Huntington says, may be in the course of ten or twelve years.

They have already incorporated themselves under the general incorporation law of California, and expect to go to work next spring. They are not connected with the road now running from Sacramento to Folsom, and now being continued to Auburn, but take a new route, crossing the Sierra Nevada, seven thousand and twenty-seven feet above sea level, where they cross in a new pass, called by themselves Lake Pass, where no one appears to have been before, there being no trail. In crossing they had to dismount and pad over bushes more than thirty miles. On one side the rocks rise perpendicularly several hundred feet; on the other side the mountain rises at an angle of forty-five degrees. A thousand feet above is perpetual snow. The pass is within a canyon, though the sides are steep and rocky. The pass is level about 200 feet, and then descends all the way down to Truckee river, 105 feet to the mile. On the other side it rises near the summit 105 feet to the mile. The waters that flow into the Truckee, in Nevada Territory, are about a good rifle shot apart. After leaving Sacramento about twenty-eight miles, they strike the foot hills of the Sierra Nevada, and thence for 73 miles they follow the same track, and then descend to the Truckee river, at the summit, at from 40 to 105 feet to the mile. There will be two tunnels necessary on the other side, one about 500 feet, and the other about 200 feet, through solid rock, to get through the mountains like a big rock. The cost of constructing the road for the first 28 miles of this route of Sacramento, will be twenty-five or thirty thousand dollars per mile. The cost at the summit will be, for three miles, about two million dollars. The road from the summit to the Truckee river, on the Truckee river, will be twenty-eight miles from here, where we can connect from Carson by a branch road; thence the mail line can be gradually extended to Humboldt City. The distance from here to Sacramento is about 150 miles. In their application to the Nevada Legislature for a charter, the company ask for five years in which to complete work on the road in this territory.

A general incorporation bill now pending in the Legislature, is creating great excitement. It requires a majority of the trustees of the incorporations to reside in the territory, which is very objectionable to California capitalists. It passed the House with but one vote against it, but a large force in the Senate, four of the nine votes being, for, four against it, and one on the fence.

The Eastern Virginia Expedition.

(From the Baltimore American, Nov. 1.)

Information was received last night at headquarters from Accomac county of the most gratifying character, giving assurance that the expedition dispatched by General Dix to the two Eastern Shore counties of Virginia will meet with little or no opposition.

On Sunday the flag of the Union was hoisted at Drummond's, the county seat of Accomac, on a pole which bore the rebel flag the day before. The people of the county had submitted to the authority of the United States, and declared their intention to do so in advance of the arrival of the troops. A flag of truce was hoisted by Gen. Lockwood at Drummondtown on Saturday, Oct. Friday night, 3,000 rebel troops disembarked, most of them drafted militia. Wherever the officer who bore the flag of truce went, he was welcomed by the people. Three cheers for the Union were given with such zeal and zest as to make me conclude that there was something more in them than expressions arising from fear. I met many in squads of five, ten, twenty, &c., and they would sometimes run and shout, and they would express the deepest gratitude for the deliverance from oppression and want, for they are in want of many of the necessities of life.

Will here state that along the road I was besieged by General Dix. Three copies of what had been scattered about the country through which I passed. It had even reached this place yesterday. When it had got among the militia organizations it was made a pretext for giving open expression to their feelings of opposition to the Confederate rulers.

"The great majority of the people, I believe, longed upon the troops about to be sent among them as deliverers from cruelty and oppression. Hundreds for the Union were quite frequent. At one place the American flag was hung out. It was a curiosity to the people; and they looked in astonishment when they saw that one owned in their very midst."

C. L. S. MATTHEWS,

COMMISSION & FORWARDING

MERCHANT.

Produce Dealer.

No. 124 Fourth Street, West side, between

and Main and the River.

NOTICE.

BY MUTUAL CONSENT THE FIRM OF WILSON,

PETER & CO. has been dissolved, and the

business of the firm is being conducted by

WILSON & PETER, who will continue to

transact the business of the firm, and the

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MILITARY NOTICES.

TO THE

BRAVE MEN

—OF—

KENTUCKY!

UPON YOU WHO ARE WILLING TO

give your love of country by adding

to the ranks of the brave, we call

and urge you to come with us into

the ranks of the brave, we call

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Scrofula, or King's Evil,

[A CONSTITUTIONAL DISEASE, A CORRUPTION

of the blood, by which this fluid becomes vitiated,

and the system is rendered incapable of performing

its functions, and the whole body is brought into disease on any

part of it. Scrofula is the disease which is the cause

of all the diseases which are called King's Evil, for the

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